

The minutes reflect the impressions of the writer, of the discussions and proposals and are not intended to imply or announce policy or directives. Refer to the specifications to determine MDT requirements.

October 10, 2007  
MCA-MDT Technical Committee Meeting Minutes

Bob Frost opened the meeting with introductions. MCA pointed out the anti-trust policy included with the attendance sheet, and reminded members to read and abide by the policy.

**MDT OPENING COMMENTS**

**1. New Specification Revisions.** MDT announced that nine specifications were sent out for review as of October 4, 2007 and briefly explained each proposed specification change. MCA had general comments on a few of specifications out for review. No consensus was determined since the comment period will be open till October 31.

**MCA OPENING COMMENTS**

**1. Use of RAP.** MCA questioned why MDT has not been incorporating the use of RAP in design. MDT stated that RAP has been included in the Grades S Volumetric standard special that is out for review this month. MDT suggested that MCA pay particular attention to changes in the proposal that is out for review.

**3. CRS-2 Penetration / Seal & Cover.** MCA commented that the difference in hardness given an 80 pen vs. 100 pen CRS-2 oil can be crucial in hot weather seal & cover activities. MCA stated that the harder pen oil set up much quicker giving a higher quality product. MDT commented that they have contacted suppliers and the suppliers were hesitant to this idea. They are concerned that the harder oil will not hold chips sufficiently.

**4. Use of Millings for Base Material.** MDT and MCA discussed the use of millings as base material. MCA commented that it is not cost efficient to use the millings when they have to haul them to a pit, pug mill, and haul back on the road for placement. MCA is currently under discussion and suggested to skip this topic till next meeting.

**5. Inadequate Design.** MCA briefly commented that highway and bridge plans have been inconsistent and quantities have been incorrect. One item was inaccurate / inconsistent quantities with Plant Mix leveling. MDT stated that they are working on guidelines to determine quantities given PvMS data. No immediate solutions or requests were given from MDT or MCA.

**AGENDA ITEMS**

**1. Micro-Deval.** MDT stated that the spec has been approved and will be implemented.

**2. Subcontracts.** MDT is looking at possible changes to the subcontract requirements. One option is to look at a threshold (dollar amount) to require a subcontract. MCA and MDT discussed in detail that a threshold will be difficult to determine. No immediate solution was determined. MDT is still working on a draft.

The minutes reflect the impressions of the writer, of the discussions and proposals and are not intended to imply or announce policy or directives. Refer to the specifications to determine MDT requirements.

**3. Erosion Control – BMP's.** MDT plans to move towards Lump Sum Erosion Control over the next 6 to 12 months. MCA was to put together some of their concerns in writing and send them to MDT, and to date MDT has not received any comments. MDT and MCA discussed some problems regarding lump sum Erosion Control in detail. MCA suggested that they have a representative included in on the erosion control committee that MDT has formed. MDT agreed. MCA will determine their representative.

**4. High Sulfate Soils – application to other concrete items.** MDT is continuing to look at adding other concrete items to these special provisions. MDT is waiting for comments from bridge.

**5. Drilled Shafts Specification.** MDT is looking into the changes requested by MCA. The proposed change is to pay by agreed price or force account for additional depth of drilling beyond that shown in the plans. MDT commented that a draft is being worked on and could possibly be out for review next month.

**6. Flexible Delineators.** MCA agreed to drop this subject.

**8. Type 9 Sheeting.** MDT is working on revising the spec from “Types” to Groups”. MDT should have a draft revision out for review in November.

### **MCA NEW BUSINESS**

**1. Traffic Control.** MCA commented that lump sum traffic control vs. unit price is extremely difficult to bid and that there is inconsistency in traffic control devices from district to district. MDT commented that lump sum vs. unit price as a pay item is typically determined given the magnitude and complexity of the project. MDT commented that education may be required for project managers to be consistent on traffic control devices statewide. No immediate solutions were resolved.

**2. Test Results in a Timely Manner.** MCA expressed concern over delays in receiving Grade S volumetric test results in time to set their final job targets. MDT commented that typically the test of concern (final targets) is on time, but will monitor the situation.

**3. Interim Striping.** MCA commented that there is inconsistency on payment of interim striping. MDT commented that the payment inconsistency (gallons vs. miles) is not a frequent problem and suggested to file a non uniformity complaint form if the situation arises.

**4. Compaction.** MCA requested to eliminate the specification which prohibits compaction rolling when the pavement temperature is less then 175 degrees. MCA argues that it limits their operations to meet compaction. MDT agreed to evaluate the Spec.

The minutes reflect the impressions of the writer, of the discussions and proposals and are not intended to imply or announce policy or directives. Refer to the specifications to determine MDT requirements.

**5. Planholders List.** MCA requested that a planholders list be available to them on the website. MDT is reviewing the costs involved to automate this process.

### **MDT NEW BUSINESS**

**1. Millings Specifications.** MDT proposed that a specification regarding millings gradation is in the works. The spec would require that the millings be uniform, eliminating large chunks of pavement.

**2. Paving Study.** MDT presented the results a paving study which compared wear on Montana roadways vs. adjacent states. The study showed that Montana's pavement performance was clearly superior in rutting, transverse cracking, fatigue cracking, longitudinal cracking and raveling. MDT accredited this performance due to tighter specifications and quality work from MCA.

**3. Reschedule Meeting.** MCA commented that January's meeting is in conflict with an event in Kalispell. MCA suggested three options...cancel, reschedule, or have MDT attend the meeting in Kalispell. No consensus was determined.

Meetings will be on the second Wednesday of each month from 10:00 to 11:00.

*The next meeting will be November 14, 2007, beginning at 10:00 a.m. at the MCA Office.*